

# ✈ BEFA Newsletter ✈

BEFA: Phone (425) 237-2332, M/S 94-35

840 West Perimeter Road, Renton, WA 98057-5346

## Welcome New Members!

| <u>Name</u>      | <u>Class</u> | <u>Location</u> |
|------------------|--------------|-----------------|
| Jason Beach      | III          | RNT             |
| Curtis Bjornstad | I            | RNT             |
| Jamie Harvey     | III          | RNT             |
| Brice Johnson    | II           | RNT             |
| Vijaya Meda      | I            | RNT             |
| Paul Shank       | III          | RNT             |
| Cynthia Suyama   | I            | RNT             |

## New Solos!

| <u>Name</u>     | <u>Date</u> | <u>Instructor</u> |
|-----------------|-------------|-------------------|
| Daiyun Fang     | 4/2         | Lancaster         |
| Dmitriy Nikonor | 4/16        | Veryioglou        |
| Susan Cripps    | 4/17        | Lancaster         |
| Joe Jacobsen    | 4/30        | Demco             |

## Congratulations!

| <u>Name</u>      | <u>Date</u> | <u>Rating</u> | <u>Instructor</u> |
|------------------|-------------|---------------|-------------------|
| Murry Malsbury   | 4/2         | Commercial    | Yager             |
| Ingrid Abendroth | 4/16        | Instrument    | Kirby             |
| Kyle Hoover      | 4/23        | Private       | Turlington        |
| Bill Jones       | 4/24        | Private       | Demco             |

## Coming Events

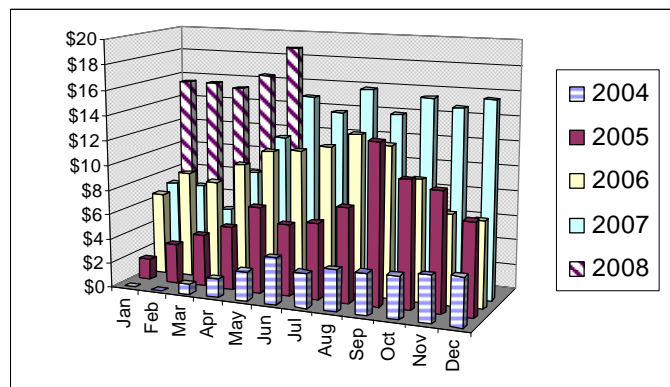
| <u>Event</u>   | <u>Time</u> | <u>Date</u> | <u>Location</u> |
|--|-------------|-------------|-----------------|
| • <u>Aircraft Maintenance Team.</u> (Contact Walt Cameron) | 6-9pm       | TH          | RNT             |
| • <u>Bath and Bar-B-Que</u>                                | TBD         | TBD         | RNT             |
| • <u>Board Meeting</u>                                     | 5:00pm      | 5/16        | RNT             |

## From Your President By Frank Marshall

**Fuel Prices – How bad can it get?** I wish I knew the answer to that question. All anyone who has recently purchased fuel for either a car *or* an airplane can say for sure is that it can obviously get pretty bad, and there doesn't appear to be any significant relief on the way in the near future.

BEFA has protected itself as an organization from these high prices with a fuel surcharge. This is a straight pass-through of the excess fuel costs associated with prices above our historic norms. The algorithm we use is explained in detail in the October 2005 newsletter (available on line at our web site).

The attached chart shows our surcharge history, from early 2004 up to the present month, using a C172 as a representative example. Initially, in 2004, the surcharge tended to run in the \$3-4 range. Since then the trend has been for significant year-to-year growth (except in the last part of 2006).



**Fuel Surcharge History (Cessna 172)**

Although there has sometimes been a tailing off of prices in the fall and early winter, that did not happen last year. Prices have been holding essentially steady, with the surcharge in the \$15 range, for about a year now, but have increased to record levels in the last two months.

This has caused the board to consider once again the question of whether we should try to establish a new “floor” for these fluctuations in the modern era, i.e., whether we should adjust upwards the baseline (or “normal”) fuel price that is covered by our base tach book rates and is the reference point for surcharge calculations.

Of course this would have no impact on the total tach book rate that members pay per hour to fly our airplanes. For example, if we increased our baseline fuel price by \$1 per gallon, an airplane that consumed 8 gallons per hour on average would see its base rate increased by \$8 per hour, while the surcharge would be reduced by the same \$8 hour,

leaving the total rate unchanged.

However, this would have the effect of making the surcharge a much smaller percentage of the base rate, which seems like a more reasonable approach to most observers. It would also reduce the temptation to suspect that the board is playing some kind of psychological marketing game with our published price structure. (We do try to avoid publishing our base rates without a reference to our surcharges at the same time.)

The board has been cautious moving in this direction out of concern that we might inadvertently increase the baseline fuel price to a point where an unexpected drop in fuel prices could put the actual price below our baseline. (Note that as recently as 14 months ago fuel prices fell to a point where the surcharge was less than a third of what it is now.) In that case we would have negative surcharges across the fleet. This would not be the end of the world, but it would certainly complicate our explanations of what we're doing with our approach to fuel surcharges.

I suspect that in the near future the board will indeed make a modest upward adjustment in our baseline fuel price, shifting some of the total rate out of the surcharge category and into the base rate category for each airplane model.

**Fuel Surcharges and Rates:** In the meantime here are the surcharges and rates for May, based on the same baseline fuel price we have been using for the last four years:

| Aircraft      | Base Rate | Surcharge | New Rate |
|---------------|-----------|-----------|----------|
| C150          | \$52.00   | \$13.04   | \$65.04  |
| C172          | \$68.00   | \$18.72   | \$86.72  |
| PA-28-151/161 | \$68.00   | \$18.72   | \$86.72  |
| Citabria      | \$75.00   | \$18.72   | \$93.72  |
| C172SP        | \$75.00   | \$21.09   | \$96.09  |
| PA-28R200     | \$99.00   | \$21.33   | \$120.33 |
| C182Q         | \$100.00  | \$30.81   | \$130.81 |
| C182RG (68T)  | \$105.00  | \$31.28   | \$136.28 |
| C182RG (65C)  | \$120.00  | \$31.28   | \$151.28 |
| C172XP        | \$120.00  | \$18.01   | \$138.01 |
| SR20-WD       | \$113.00  | \$28.44   | \$141.44 |
| SR20-WE       | \$133.00  | \$28.44   | \$161.44 |
| C210          | \$169.00  | \$36.02   | \$205.02 |
| BE76          | \$169.00  | \$45.03   | \$214.03 |
| PCATD-M       | \$15.00   |           | \$15.00  |
| PCATD-NM      | \$20.00   |           | \$20.00  |

("WD" and "WE" refer to weekdays and weekends plus holidays, respectively, and "M" and "NM," to members and non-members, respectively.)

## Flying the Money By Austin Watson, Treasurer

I think most of us wish we could have our own plane and have at one time or another sat down and calculated the costs. In the end, it's the almighty dollar per hours cost that we compare to all the alternatives and it's never a small enough number. I've done it. That why I fly at BEFA. Looking at the costs that go into an hourly rate can really make you think about how you fly. Here is a pretty good example of the equation for hourly costs to own and operate a plane:

$$\begin{aligned}
 \text{Hourly Cost in Dollars} = & \\
 & \text{FuelPrice} * \text{GallonsPerHr} + \\
 & \text{OilPrice} * \text{QuartsPerHour} + \\
 & 150\text{HrInspection} / 150 + \\
 & \text{Overhaul} / \text{TimeBetweenOverHaul} + \\
 & (\text{ReplacementCost} - \text{SalvageValue}) / \text{UsefulYrs} + \\
 & \text{Annual Inspection} / \text{HrsFlownPerYr} + \\
 & \text{Annual Insurance} / \text{HrsFlownPerYr} + \\
 & \text{AnnualLicensesAndFees} / \text{HrsFlownPerYr} + \\
 & \text{AnnualConsumables} / \text{HrsFlownPerYr} + \\
 & \text{Annual NonMaintUpgrades} / \text{HrsFlownPerYr} + \\
 & \text{AnnualSurprises} / \text{HrsFlownPerYr} + \\
 & \text{AnnualTiedownOrHangarFees} / \text{HrsFlownPerYr};
 \end{aligned}$$

You can group the above into three general categories: fuel, maintenance, and amortization. If you do the math for a typical plane. like we have at BEFA, the results might come out something like 40% fuel, 40% maintenance, and 20 % amortization.

So what does the equation say about controlling your costs?

First off, minimize your GallonsPerhour by reading your POH and talking to your CFI for instructions about how to control your fuel burn. Hint: The red, black, and blue knobs in your plane all have dollar signs attached to them. This subject should be an article in itself. Maybe one of you can write it.

While on the subject of fuel, finding the lowest cost fuel helps a lot and if you can convince yourself to fly automotive fuel with an appropriate engine STC for your plane you will end up saving several dollars per hour. Today, the difference in cost per gallon is about \$1.75, and at 10 gallons per hour that translates to a \$17.50 per hour savings. If you do this get ready for endless hangar debating about the STC, safety and engine life.

Second, observe that HrsPerYearFlown shows up in the

denominator of many terms. Recall 5th grade math. Maximizing a denominator will make a factor decrease. Just by flying more hours you will reduce all of these costs on an hourly basis. Also, making more hours available for flying will help. This can be accomplished, for example, by scheduling Annual maintenance during non-flying times of the year. Scheduling an annual during dark, windy and cold December days as opposed to beautiful, warm, calm June days for a Floatplane can drive hours flow up instead of limiting them. Remember, not flying your plane makes the precious few hours you do fly very expensive, not to mention less safe. Go fly more!

Unfortunately, at the same time that you spread out the annual costs by flying more, you end up making the plane wear out sooner and it will need replacement so that method cuts both ways. At the bottom line, flying more helps most.

You can reduce License and Fee costs by not having a GPS requiring constant care and feeding of its Navigation database, or by forgoing XM weather and traffic. On the other hand, maybe these are worth it to you if your flight profile dictates it. In the end these are very small factors. Staying inside the United States and not getting a customs sticker can save a few cents an hour too. These are also pretty small factors.

Non maintenance upgrades (goodies) are controllable with self discipline and most surprises (Prop hits, Blown Tires) are controllable by taking the time to learn to fly well.

Next time you return from flying safely, think about the dollars.

I'll post a spreadsheet so you can play with the numbers at [www.austingwatson.com/aviation](http://www.austingwatson.com/aviation).

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## Safety and Operations Briefing

By Wes McKechnie, BEFA Operations Manager

### BEFA VOLUNTEER TASK # 2

We have some reoccurring tasks here at BEFA that are becoming more critical and also more challenging to complete as we grow. This is a continuation of a series of articles to get member participation in needed routine tasks to help BEFA. I would like to thank Ming Woo and Tyler Wilson for stepping up to last month's article asking for installers of the monthly GPS data base cards in our planes that have KLN 94's. BEFA, as you know, is unique in that our low rates are derived in no small part from 54 years of member task contributions that essentially build "sweat equity" into the organization. Other organizations in the area actually require a certain amount of participation to be a member, period. BEFA does not make this mandatory, but

asks that you please donate some time or talent to round out the edges here. The response is generally outstanding. From filling and stocking oil bottles to installing data base cards to helping with stuffing the monthly invoices to changing the oil in the planes, washing the planes, etc...., I could go on and on with our routine tasks! We are asking members to share a bit of time and talent on a schedule to help assist in these routine tasks. I'll be taking one of these reoccurring tasks and discussing them a bit each month in this newsletter, and asking for volunteers to sign up for the task. When we get a list of members for the specific task we'll have a formal training class for it and develop a schedule that will not make it too demanding to accomplish them, and spread the work load, (many hands make light work....!). The task for this month is VERY IMPORTANT: AIRPLANE CLEANING

**Task description:** Airplane washing and interior cleaning. There is a convenient "wash rack" next door to both RNT & PAE BEFA, and we have a special aircraft soap that is a concentrate, and is then diluted to use to (gently) scrub the plane. Training (easy) is required for this to avoid water in pitot system, protection of the plexiglass, antenna's etc... Washing airplanes is a serious MAINTENANCE TASK that we need to perform more often. FAR's actually require a wash once a year at annual. Even twice a year is not nearly enough to preserve a \$9,000 paint job. Consistent regular washing is a very important maintenance item. The wash volunteers could if they like do this in conjunction with when the BEFA Crew does oil changes on Thursday or Sunday to reduce the impact of down time, but whenever it is convenient for the volunteers will be appreciated. Cleaning of the interior trim pieces also helps preserves the plastic. Special thanks to Sean Garrett of the PAE BEFA group who already has a head start and jumped on this! He's taken on this project for the planes based at Everett, with support from other PAE BEFA members Jeff Wirrick, Mike Reilly, Patrick Greer and Brian Johnson. Who can sign up here at RNT for this?

**Time:** This can take from 1 to 3 hours per plane, and frequency of wash days is dependent on number of people and condition/size of the plane being cleaned. The more often they are washed though, you'll find the quicker the job gets done so expect the wash time to decrease as the planes cycle through and get washed consistently. Generally, after the plane(s) are initially cleaned well, it subsequently takes about 35 - 45 minutes for 3 people to give it a respectable bath.

Please either call the office (425) 237-2332 with the reoccurring task you're volunteering for, and provide your name, phone number and e-mail address, or e-mail us at [befa\\_ops@mindspring.com](mailto:befa_ops@mindspring.com), if you think you can help fill this task. You will be contacted with a date for a training meeting, (which should be short), and a consensus on schedules to work this into a regular routine like the Crew volunteers do with oil changes. Thanks.

**MISCELLANEOUS UPDATES**

- 704GC is back on line with its new engine. The interior was also refurbished with the "NULITE" instrument lighting system making this a great plane to take on night flights. We hope to be fitting the fleet out over time with this system. The interior has also been spruced up with new or refurbished interior panels, 4-point restraint system and new carpets. The seats were still in good condition from a relatively recent reupholster job, so they were left alone. The new super bright LED red tail light beacon is also on this plane. Please take care and be gentle with this and all of our planes. Remember, the reason they have so much light weight plastic etc... in the interiors is weight reduction to increase payload, and they are not SUV's, so BE GENTLE with them when you get in and out of them.
- 32521 has its new engine installed and is up and running.
- 7568T now has the Garmin 480 installed in it similar to 2365C, (in place of the KLN 94 which will be going into 8325H). Remember that instruction in using the Garmin 480 for com as well as nav ops is needed to fly this plane. NULITES should be installed in this shortly too.
- With the acquisition of PA28-161, 8325H, C-172 4801D will be moving to our Paine Field site probably within a month, after 7568T's KLN 94 GPS is installed in 8325H.
- The BEFA pilot lounge is moving along. The top coat should be painted on or at least started at the time of publication, primer is on now. Boxing in & trim, floor install and electrical to follow.
- 4801D & 5344K (along with annual on 44K), will be in for new engines within the next 60 days or so.

**SUMMER AVIATION PRIVATE PILOT GROUND SCHOOL TO START**

BEFA will offer a summer aviation ground school for private pilot "written" test preparation. This class is open to all. This is a 60 hour course, two nights a week starting Monday (June 2nd) and Wednesday at 5:00PM. It will last about 9 to 10 weeks. Successful completion will also give you an instructor endorsement to take the FAA PPL "written" (actually now computerized) test. YOU MUST deposit the tuition prior to being put on the enrollment list. \$300 for members and \$330 for non-members. This includes all text books and supplies. We need a minimum of 8 enrolled (max accepted 16) to go through with this class, so call the office (435)237-2332 or e-mail befa\_office@mindspring.com, and get on the list and mail in your tuition ASAP or you will be removed from the list. You'll find this to be a very comprehensive course, more like a college quarter type class and not at all like the "cram courses" often found.

**FREE L SHAPED WORKBENCH**

Contact the Renton BEFA office if you want a nice, free L shaped work bench with 6 drawers. (425) 237-2332.

**GRIEVANCES/INCIDENTS:**

- 4/16/08 736NN - Not tied down.
- 4/17/08 435SP - Aircraft returned late
- 4/26/08 5344K - Gust lock left off.
- 4/29/08 435SP - Pitot cover left off, and gust lock left off.

**Notes From The Office****'Attaboys For Our Volunteers**

Your fellow members continue to pitch in to keep us running smoothly, often saving money in the process. This month we thank:

- Patrick Fly & Daryl Hickman (CFI) for washing 5344K.
- Tom Howard, Harlan Zentner, John Scearce, Tom Forbes and Mark Gaponoff for texturing the pilots' lounge.
- Tim Veryioglou (CFI) for repositioning planes.
- Eric Lund (CFI) for helping the BEFA Crew.
- Terry Thomas for delivering parts (a long distance!).
- Tin Veryioglou (CFI) for updating tests.
- Harlan Zentner for painting the primer in the pilots lounge.
- Esko Mannisto for acquiring new operator doc's for the KLN 94's.
- Will Allen (CFI) for driving to Auburn to drop off ferry pilot.
- Bill Bovard for sorting out the new gas cards for the PAE fleet.
- Tyler Wilson for fixing tie down.
- Carey Lunsford, Jack Yager (CFI), Stuart Lancaster (CFI), Ken Burns & his daughter, and Dan Tracy for helping with the mailing of the invoices.
- Harlan Zentner for delivering parts.
- Dean Whiting (CFI) for putting on Customs stickers and updated contact lists in the PAE planes.
- Bob Hardin for working the side office door refurbish/upgrade job.
- John Scearce for his continuing oversight of the BEFA web site.
- The BEFA Web Master team, John Scearce, Chuck Malmsten, Steve Issacson, Michael Rynhoud and new volunteer Sean Garrett.
- Jim Goodnow & Doug Kirby (CFI) for repositioning plane.

- Glen Showalter for yardwork.
- Sean Garrett for organizing a wash day for the PAE fleet, along with Jeff Wirrick, Mike Reilly, Patrick Greer, Brian Johnson.
- Travis Nelsen for yardwork.
- Will Allen for loaning mower

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### Volunteer Help Is STILL Needed

BEFA has a regular need for volunteer help. Unfortunately, Boeing work demands are making it increasingly difficult to provide community service. BEFA has many needs and cannot satisfy them without member help. If you can contribute, please call the office to volunteer. Some of the things that require volunteers are:

- Help is needed cleaning out the ramp cracks and pouring in sealant.
- Airplane washers needed.
- Oil bottle fillers needed
- Members with painting experience for painting the pilot lounge
- Members with wood/Pergo floor installation experience needed
- Someone to put up some shelves in the locker room.
- Someone to take the old fluorescent lights to the recycler.
- Someone to build a small outdoor shed for the paper recycle bins

If you can head up or help on any of the above projects please let Wes know. Your efforts are greatly appreciated!

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### From Your Safety Officer

By Mike Sievers

Following the attainment of a private pilot license, most people start looking for places to go. Especially if one of those places is a long cross country that has been on one's mind for several years. After looking at the charts, new pilots at BEFA notice that this area is somewhat boxed in by geography. For the initial first few months this is no big problem as there are plenty of places to visit in the area – Friday Harbor, Ocean Shores, down the valley toward Portland. However, after a time, some pilots start to feel the walls closing in. To the north is Canada which, although accessible, presents some new challenges (customs). To the west beyond Ocean Shores lies a massive blue horizon. To the east and south (beyond Eugene) are - mountains. Which brings up the BEFA mountain check ride. If any pilot wishes to venture beyond the natural boundaries to the far south or east, a mountain check ride is required. For the long range travelers, this tends to be the most important check ride in

BEFA. However, there may be a slight misunderstanding of this check ride within the BEFA community. The Seattle area presents challenges that BEFA wants addressed with a required check ride – namely the weather as it relates to the Cascades and Siskiyou as well as the terrain as it relates to safety. The original intent of the mountain check ride was developed to provide the training and experience to get over the mountains with respect to travel from point A (Renton) to point B (over the mountains). It was not specifically designed with the intent of intense operations within these mountains, i.e. low altitude flying in a blind canyon to photograph the mountain goats. While these activities are not prohibited following a mountain check ride, the check ride should give enough judgment training to encourage the pilot to realize that additional research and experience are necessary to ensure safety during these types of operations. There are several pitfalls an untrained pilot can run into up there and, without the required knowledge, a difficult situation can present itself in a hurry; one which may not have an acceptable solution. BEFA strongly recommends that additional, voluntary training be sought out prior to operation within the mountain environment. One popular publication available is the *Mountain Flying Bible* by Sparky Imeson. A voluntary check-ride with an instructor who is familiar with such flying also may be cheap insurance.

Everyone has been told that attaining a pilot license is a license to learn. The challenges of flying within the area mountains is one of those challenges which invite serious attention.

*“Mountain flying takes place in a demanding, challenging and sometimes hostile environment that has always demanded its own rules and an entirely different set of skills than flatland flying.” -anon.*

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### The Royal Aeronautical Society – Seattle Branch Lecture on “Hypersonic Flight: The Final Frontier of Aeronautics” by Dr. Kevin Bowcutt, FRAeS, Senior Technical Fellow & Chief Scientist of Hypersonics, The Boeing Company

The Royal Aeronautical Society Seattle Branch is sponsoring a lecture on Hypersonic Flight at the Museum of Flight on Tuesday, May 20, 2008 at 6:00pm. The guest speaker is Dr. Kevin Bowcutt, Boeing Senior Technical Fellow and Chief Scientist of Hypersonics at Boeing.

Dr Bowcutt will describe what is happening in the world today with regards to Hypersonic Flight, i.e. 5 times the speed of sound and beyond.

Efforts to develop practical hypersonic flight and the

technologies that will enable hypersonic flight have been ongoing since the late 1950's. This presentation will address the key aspects and challenges of hypersonic flight vehicle design, and will summarize the progress that has been made in maturing technologies critical to the successful development of practical hypersonic systems. The successful NASA X-43 flight test program at Mach 7 and several ongoing Air Force, Navy and DARPA flight test experiment/demonstration programs will also be discussed.

Admission to the event is free! All are welcome to attend the lecture and to get a glimpse into the future of the World of Aerospace and the impact it will have on our lives. Feel free to invite friends, family, and colleagues that may be interested in attending.

**For the Web Heads: Links**

**SCHEDULE MASTER:** <http://www.schedulemaster.com>

or

1-800-414-6114 using your user ID, password and phone menu

**Jeppesen Employees Flying Association:**

<http://www.flyjefa.org>

**BEFA Homepage:** <http://www.befa.org>

**Webmaster:** John Scearce [john.p.scearce@boeing.com](mailto:john.p.scearce@boeing.com)

**Classified Ads**

BEFA member and semi-retired dentist Fred Quarnstrom, DDS, has written a book called "Open Wider: your wallet not your mouth, A consumer's guide to dentistry." Dr. Q does reviews for Union Welfare insurance Trusts, teaches, does research and is on the State's dental disciplinary/licensing commission, DQAC. The book is \$18.99 plus shipping on Amazon. If you buy the book through BEFA, the total cost is \$15.00 per copy (including delivery to BEFA). For more information: [fredq@comcast.net](mailto:fredq@comcast.net)

**Officers and Staff**

|                                  |   |   |
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| <b>Treasurer</b>                 | <u>Austin Watson</u><br>81-79<br><a href="mailto:austin.watson@comcast.net">austin.watson@comcast.net</a>                                   | Hm: 425-255-6327<br>Cell: 206-979-4654<br>Pager: 206-979-4654 |
| <b>Ops Officer</b>               | <u>Matt Smith</u><br>94-35<br><a href="mailto:mattsmith@yahoo.com">mattsmith@yahoo.com</a>  | Hm: 425-562-3076<br>Wk: 425-234-1071<br>Fax: 425-234-3651     |
| <b>Safety Officer</b>            | <u>Mike Sievers</u><br>2M-13<br><a href="mailto:michael.w.sievers@boeing.com">michael.w.sievers@boeing.com</a>                              | Cell: 206-349-0737<br>Wk: 206-544-3618                        |
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|                                  | <u>Darlene Jaymen</u><br><a href="mailto:befa_account@mindspring.com">befa_account@mindspring.com</a>                                       | Wk: 425-237-2332<br>Fax: 425-234-3651                         |
| <b>Maintenance</b>               | <u>ACE Aviation</u>   | Contact, in order:  |
|                                  | 1) Ops Manager: Leave voicemail (425) 237-2332 or<br>Pager 206-540-7720   |   |
|                                  | 2) Ops Officer, or 3) Any Board Member  |   |
| <b>Everett</b>                   |   |   |
| <b>Office:</b>                   | No phones at this time in Everett. Please call RNT Office in an emergency, otherwise call Doug Jacobs or Oscar Naimi (phone numbers below). |   |
| <b>Maintenance Focal:</b>        | <u>Brian Behrend</u>  | Wk: 425-266-9134<br>Cell: 425-280-1215                        |
| <b>Facilities:</b>               | <u>Oscar Naimi</u>  | Wk 425-315-0566   |
| <b>Safety Mgr:</b>               | <u>Mike Dubbery</u>   | Cell 425-239-3630   |
| <b>Membership/Communication:</b> | <u>Doug Jacobs</u>  | Cell 206-853-3164   |
| <b>E-mail DL:</b>                | <u>Moliere Francois</u><br><a href="mailto:moliere.francois@boeing.com">moliere.francois@boeing.com</a>                                     | Wk 425-342-6784   |
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